









Powell's

Alexandra  
BuildingsGREAT  
CASH  
SALE

NOW ON

ENORMOUS

REDUCTIONS

POWELL'S

ALEXANDRA

BUILDINGS

Hongkong, 9th February, 1910.

## Intimations.

## HONGKONG JOCKEY CLUB.

## RACE MEETING.

TO-MORROW, THURSDAY AND  
SATURDAY (OFF-DAY),  
16TH, 17TH AND 18TH FEBRUARY.TICKETS OF ADMISSION TO THE GRAND  
STAND AND ENCLOSURE may be  
obtained from Messrs. KELLY & WALSH, Ltd.,  
of the Gate. Price \$7 for the Meeting  
(including the Off-Day), or \$3 per day. Tickets  
for the Off-Day, \$2.No one admitted without a Ticket, to be  
shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course,  
Hongkong, 15th February, 1910. [152]

## HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of  
the presence of the LADIES at the  
GRAND STAND AND ENCLOSURE  
during the Races, 16th, 17th and 18th inst.A Stand and Enclosure will be reserved for  
Members and Members' Wives and Families.  
Tickets for which will be sent out with the  
Members' Tickets on the 15th inst.All Tickets must be produced to gain  
admission.Special accommodation will be reserved as  
in recent years for Chinese Ladies and their  
Female Attendants in the Stand erected on the  
plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,

Clerk of the Course,  
Hongkong, 15th February, 1910. [153]

## HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years  
will be admitted into the Enclosure.

T. F. HOUGH,

Clerk of the Course,  
Hongkong, 15th February, 1910. [154]

## HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on  
application to the Undersecretary on  
SATURDAY, 12th, and MONDAY, 14th  
inst.No Servants will be allowed inside the  
ENCLOSURE of the Race Course during the  
Race Day WITHOUT TICKETS, which can  
be had on application to the Undersecretary.  
These Tickets are only available for servants  
while in attendance on their employers or when  
on duty at the various Stands.Any Chinese found loitering about with  
Servants' passes in their possession, will forfeit  
them and the holders thereof will be removed  
from the Enclosure.

T. F. HOUGH,

Clerk of the Course,  
Hongkong, 15th February, 1910. [155]

## RACE HOLIDAYS.

THE EXCHANGE BANKS will be  
CLOSED for the Transaction of Public  
Business at 11.45 A.M. TO-MORROW  
and THURSDAY, the 16th and 17th instants,  
respectively.

Hongkong, 15th February, 1910. [156]

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## RACE HOLIDAYS.

NOTICE is hereby given that all FIRE  
INSURANCE OFFICES will be  
CLOSED for the Transaction of PUBLIC  
BUSINESS at 11.45 A.M. TO-MORROW  
and THURSDAY, the 16th and 17th instants,  
respectively.

By Order,

A. R. LOWE,

Secretary,  
Hongkong, 5th February, 1910. [157]

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

## RACE HOLIDAYS.

NOTICE is hereby given that all MARINE  
INSURANCE OFFICES will be  
CLOSED for the Transaction of PUBLIC  
BUSINESS at 11.45 A.M. TO-MORROW  
and THURSDAY, the 16th and 17th instants,  
respectively.

By Order,

A. R. LOWE,

Secretary,  
Hongkong, 15th February, 1910. [158]

## FRENCH STORE.

## NOTICE.

We beg to inform our numerous  
customers and the public in general  
that we have been appointed Agent  
for the "CREME SIMON" and  
all Simon's Products for Toilet  
Requisites, Perfumery, Powder,  
Soap, etc.

## INSPECTION SOLICITED.

Hongkong, 21st January, 1910. [159]

## LEE YEE

## HAIR DRESSING SALOON

## HAS ALWAYS ON HAND

## CIGARS, CIGARETTES

## AND

## TOILET REQUISITES

## FOR SALE.

## 11, D'AGUIAR STREET,

## HONGKONG.

Hongkong, 3rd September, 1907. [160]

## LAKE OF SOLID SODA.

## EXTENDING FOR 20 SQUARE MILES

## BUT MANY ARE PERILS OF GETTING THERE.

Further details of the journey just concluded  
by Mr. Fred Shelford, the well-known engineer,  
in connection with the projected railway to be  
constructed from the Uganda Railway to Lake  
Magadi, have been received by "Reuter." This  
wonderful lake, which is only reached after a  
long and difficult journey over uninhabited and  
waterless country, is described as follows by  
Mr. Shelford:"Lake Magadi is picturesquely situated  
amid weird surroundings at the bottom of a  
valley 3,000 feet deep. On one side are moun-  
tains 6,000 feet above sea level, and on another  
a range having an altitude of 8,000 feet. There  
is no sign of human life, but on and about the  
lake are immense numbers of flamingos."From the surrounding mountains the lake,  
which is 10 miles long by two to three miles  
in breadth, looks like an ordinary sheet of water,  
of somewhat reddish hue. On reaching the  
shores, however, we found that the water was  
only a few inches deep and covered a hard  
surface looking exactly like pink marble.

## TWENTY SQUARE MILES OF SODA.

"This is an immense deposit of soda which  
was bored and found to extend to a consider-  
able depth, thus indicating an area of at least  
20 square miles of solid soda. The heat upon  
the soda lake was very great."The object of the expedition was to visit the  
lake, Mr. Shelford's special business being to  
survey for the railway which is to be built in  
view of the fact that the Imperial Government  
has granted Messrs. M. Samuel and Co. a con-  
cession for 99 years to work the soda deposits.Mr. Shelford has left four engineers to make  
a detailed survey of the route he has discovered  
for the new railway. This branch is to be  
constructed and worked by the Government,  
and will be of the same construction as the  
Uganda Railway, of which it will form a  
branch. It is expected that work will com-  
mence shortly.Speaking to "Reuter's" representative Mr.  
Shelford said: "The expedition, which com-  
prised eight Europeans, including mechanical  
and chemical experts and engineers, left the  
Uganda Railway at the station of Kiw, 265  
miles in the interior, and struck westward.

## COUNTRY TRIMMED WITH LIONS.

"The country to be traversed was entirely  
uninhabited, unknown, and waterless. It  
proved to be extremely difficult, the route  
being continually crossed by escarpments eight  
to ten miles long and 300 to 400 feet high.  
Being part of the southern game reserve it  
teemed with lions, giraffes, rhinos, and ante-  
lopes. The problem to be solved was how to  
conduct such a large party, with all their bag-  
gage, apparatus, and stores from the railway to  
the lake. The transport included four ox-  
wagons, 20 oxen, 15 ponies, and about 60 car-  
riers, gun-bearers, etc."A large base camp having been formed at  
Kiw, great difficulty was experienced at the  
very outset in finding the beginning of a road  
to the lake. Eventually a gorge in the escarp-  
ment was discovered, and a chain of camps  
finally reduced to five—was formed. Several  
of the men employed in cutting tracks were  
lost."Each camp was supplied with tanks of  
water brought all the way from Nairobi, and  
protected by three sentries, a very necessary  
precaution against wild animals. Lions were  
constantly seen and heard, and as protection  
against them, in addition to the sentries and  
fire, numbers of lanterns swinging on strings  
were placed round the camps. One night 15  
lions came round the tents, of which two were  
shot.

## CHARGED BY A RHINO.

"Two of the sentries were on another occasion  
set upon by five lions, while at one camp a  
rhino deliberately charged the tank containing  
the only supply of water, but was fortunately  
shot by a Brer teamster before he did any  
damage. Even in the neighbourhood of the  
of the railway the lions have a very bad  
reputation, and are known at Kiw, sta-  
tion as "bad" lions. It is not at all an un-  
common thing for the trains to be stopped  
because the Indian stationmaster, the only  
official at Kiw, cannot leave his house to set  
the signals until the lions had cleared off.""The last section of the journey was ex-  
tremely arduous, and the wagon transport,  
as well as horses, had to be abandoned. The  
precipitous cliffs were impossible for animals,  
and we decided that the only way to get through  
was to make a bee line on foot over the  
mountains. During this stage two of the  
Europeans got lost among the rocks and passed  
an anxious night, sleep being out of the ques-  
tion with the lions threatening them all the  
time. At length, after a march of 24 hours,  
they were found by a search party from camp.

## TARIFF REFORM.

## MR. CHAMBERLAIN'S VIEW.

London, February 7.

Mr. Chamberlain in the course of an inter-  
view which occupies two columns in "The  
Morning Post," vigorously denounced any  
whiffing down of the Tariff Reform programme  
such as dropping the taxes on food.The Imperial side of Tariff Reform, he  
declared, was the strongest side. He had  
always found the working classes Imperialists.  
They must have a full policy or nothing.

## WHAT MIGHT HAVE BEEN.

If there had been fewer timid wobblers,  
the success of the Tariff Reformers at the  
elections would have been greater. The  
Unionists, he added, must also, before the next  
election, advance definite proposals for in-  
creasing the number of persons owning the  
land they occupied. N. C. D. M. W.

## RUSSIA AND CHINA.

The Russian Minister in Peking handed to  
the Peking Government in the latter part of last  
year, according to the "Japan Advertiser," a pro-  
posal containing the following six conditions:1. The navigation of the River Amur to be  
reserved exclusively for the Russians and the  
Chinese.2. Russia to open a Consulate at Taonan and  
the Consul there to represent Russian interests  
in that district.3. Russian settlers in Kulun cannot be ex-  
pected to conform to the rigorous rules laid  
down by Lamasim. For this reason Russia  
proposes to adopt suitable alterations on the  
old religious customs in vague terms.4. The Chinese Government not to prevent  
the Mongolian Princes from borrowing money  
of Russia for the purpose of furthering new  
enterprises.5. Russia to enjoy special privileges with  
regard to the working of mines and the con-  
struction of railways in Mongolia.6. Russians to be granted the right to engage  
in trade in Jii and Hsinking and to be protect-  
ed by the Chinese Commission; the reform of all  
molestation by the natives.

## Intimations

## PABST EXTRACT.

THE best TONIC for keeping in perfect  
health in the Tropics.It is a liquid food in digested form, con-  
taining all the bracing, soothing and toning  
effects of the choicest hops. Nearly Non-  
alcoholic.Highly recommended by the local medical  
profession in cases of Debility after Malaria,  
from overwork or other causes, Anaemia,  
Nervousness or Dyspepsia. Samples on  
application.

## ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of  
120 bottles. In view of the arrival of the  
American fleet in a few days, please order  
early, as our stock is limited.

SIEMSEN &amp; CO.,

Agents,  
Hongkong, 15th December, 1909. [160]

## YEE SING,

No. 4, D'AGUIAR STREET.

## MANUFACTURE WHOLESALE AND

## RETAIL DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERED CHINESE

LINE GRA'S CLOTH, PEWTER

WARE, &amp;c.,

all of the best quality.

opening 15th December, 1909. [161]

OSMAN &  
CASUM,

1 &amp; 3, D'AGUIAR STREET.

## JUST UNPAKED

Ladies' Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS

&amp; FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed.

Hongkong, 6th September, 1909. [162]

## FURNITURE WAREHOUSE.

## LI KWONG LOONG &amp; CO.,

## CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 19, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson &amp; Co., Firms and other

leading establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &amp;c., supplied.

Messrs. A. S. Watson &amp; Co., Ltd., write as

follows:—

"We have pleasure in stating that Mr. Li

KWONG LOONG furnished the Annexe to

per Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON &amp; Co.,

15th May, 1907.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1907.

## Intimations.

## THE WORRIED WOMEN.

They say men must work and women must  
weep; but alas, in this too busy world women  
often have to work and weep at the same time.  
Their holidays are too few and their work  
heavy and monotonous. It makes them  
nervous and irritable. The depressed and  
worried woman loses her appetite and grows  
thin and feeble. Once in a while she has spells  
of palpitation and has to lie up for a day or two.  
If some disease like influenza or malarial fever  
happens to prevail she is almost certain to have  
an attack of it, and that often gives the way for  
chronic troubles of the throat, lungs and other  
organs; and there is no saying what the end  
may be. Let the tired and overladen woman  
rest as much as possible; and, above all, place  
at her command a bottle of

## WAMPOLE'S PREPARATION

a true and sure remedy for the ills and maladies  
of women. It is palatable as honey and con-  
tains all the nutritive and curative properties of  
Pure Cod Liver Oil, combined with the Com-  
pound Syrup of Hypophosphites and the  
Extracts of Malt and Wild Cherry. Search the  
world over and you will find nothing to equal  
it. Taken before meals it improves the nutri-  
tive value of ordinary foods by making them  
easier to assimilate, and has carried hope and  
good cheer into thousands of darkened homes.  
It is effective from the first dose, and probably  
one bottle is all you may need. It is absolutely  
reliable and effective in Blood Impurities,  
Nervous Dyspepsia, Wasting Conditions,  
Melancholy, Chlorosis, Impaired Nutrition,  
Scrofula, Low Vitality, and all troubles of the  
Throat and Lungs. Dr. E. J. Boyes says:—"I  
have found it a preparation of great merit. In  
a recent case a patient gained nearly twenty  
pounds in two months' treatment, in which it  
was the principal remedial agent." It carries  
the guarantee of reliability and cannot fail or  
disappoint you. Why accept a substitute?  
Sold by all chemists.

## E. R.

## NAVY CONTRACTS, 1910-1911.

SEALED TENDERS, in Duplicate, for the  
supply of the undermentioned Stores for  
H.M. Naval Forces on the China Station, will  
be received by the DEPUTY VICTUALLING  
STORE OFFICER, H.M. Naval Yard, until  
NOON, on MONDAY, the 28th February,  
1910:—

## FRESH BEEF and VEGETABLES

## FROZEN MEAT.

## SOFT BREAD.

## BISCUIT.

## RICE.

## SUGAR.

## SUN HATS.

## WASHING BEDDING, CLOTHING,

## &amp;c.

Forms of Tender and any necessary in-  
formation may be obtained on application to  
the DEPUTY VICTUALLING STORE OFFICER.  
The right to reject the lowest or any Tender  
is reserved.H.M. Naval Yard,  
Hongkong, 5th February, 1910. [165]

## BEAR IN MIND.

1. The First Consignment of a Large and  
1. Varied Stock of the Latest Style of  
PARISIAN COMBS specially selected by Mr.  
Scipies has arrived.2. The Most Modern ELECTRIC HAIR-  
DRESSING APPARATUS has been installed in  
our Ladies' Saloon.3. The services of another First-class  
LADIES' HAIR-DRESSER from Europe  
are available.

## THE PARIS TOILET COMPANY,

## LIMITED,

No. 13, Queen's Road Central.

Hongkong, 12th February, 1910. [178]

## NOTICE.

MR. LI HON FAN, a Chinese graduate  
versed in literature, has been a teacher  
to European officials and merchants in this  
Colony for over ten years.He has a good method of training Euro-  
peans to pass in the Chinese examination, and  
is possessed of a first rate certificate as a  
Chinese teacher. He has also a good know-  
ledge of Mandarin.Those who intend learning the Chinese  
language are requested to write care of  
Hongkong Telegraph office or direct to 37,  
Hollywood Road, and floor.

Hongkong, 3rd January, 1910. [171]

## Consignees.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "LUTZOW."

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Com-  
pany, Limited, at Kowloon, and West Point  
Godowns, whence delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 15th of February, will  
be subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th of February, at 9.30 A.M.All Claims must reach us before the 22nd of  
February, 1910, or they will not be recognised.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersecretary.

## THE STEAMER BRINGS CARGO

Ex S.S. "Barbarigo" from Venice via Port Said.

Smyrna via Naples.

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; Co.,

General Agents.

Hongkong, 11th February, 1910. [179]

## Consignees.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ WALDEMAR."

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Com-  
pany, Limited, at Kowloon, and West  
Point Godowns, whence delivery may be  
obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 14th of February  
will be subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 14th of February, at 9.30 A.M.All claims must reach us before the 18th of  
February, 1910, or they will not be recognised.No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersecretary.

## NORDDEUTSCHER LLOYD,

## MELCHERS &amp; Co.,

General Agents.

Hongkong, 7th February, 1910. [177]

## FROM EUROPE.

## THE H. A. L. Steamship

## "SAMBIA."

Captain Müller, having arrived, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in  
the hazardous and/or extra-hazardous Godowns  
of the Hongkong and Kowloon Wharf and Godown



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE  
GOVERNOR AND HOUSEHOLD.Watson's  
HYGIENOL,  
AND  
BUBONIC PLAGUE

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL  
DISINFECTANT AND  
GERMICIDEPrice per Pint ..... 50 cents  
" Gallon ..... \$2.00A. S. WATSON & CO.,  
LIMITED,

HONGKONG DISPENSARY

and  
KOWLOON DISPENSARY.

Hongkong, and February, 1910

The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 15, 1910.

## FOOLING THEIR NEBS.

We had thought that the rancour of the American press published on the Pacific slope against the admittance of Chinese had practically died a natural death owing to inaction. It is so long since reference has been made to the Chinese Exclusion Act that an outsider might be pardoned for thinking that this question had been dropped on the principle that it is best to let sleeping dogs lie. But there is evidence to show that simmering down in the hearts of the people of San Francisco is the stern resolution that at all hazards the Chinese worker must be prevented from landing god's country. We do not grudge the people of America the right of declaring who shall and who shall not be admitted to the privileges which residence in the United States confers on the stranger but we would suggest that the business American is foolish to proclaim his antipathy towards the people of an Empire which he is trying to the utmost of his ability to conciliate. It is not as a rule considered good business to tell a prospective customer that his room is preferred to his company just at the very moment that you are seeking to win your way into his good graces. And that is exactly what the American press is doing at the present time. In China, the American consuls are working overtime to place before their countrymen the vast opportunities which China offers them for the disposal of their surplus goods. The American Minister is charged with the duty of advancing the commercial interests of his country, and trade journals are, daily representing the wide field of enterprise which is open to men of foresight and energy. Yet while all this is being done for the benefit of the trade and commerce of America, certain journals consider it necessary to revive the old quarrel about the exclusion of Chinese and thereby undermine and vitiate all the valuable work rendered by the conscientious officials who represent American interests in China. It is enough to make a camel weep, to see how

men can be so blind to the facts of the situation, and so lost to the lessons of history as to fancy that the Chinese are fools, so sunk in the mire of ignorance and sloth as to kiss the hand which chastises them. The Chinese may not be given to exuberant exhibitions of verbal dialectics, but they have one characteristic which is common to the whole nation—their heads are screwed on the right way, and they can see through a brick wall as well as the next man. Because an occasional Chinaman has the gift of the gab like Wu Tingfang and has kissed the blarney stone in common with every good Irishman, that is not to say the silence of his compatriots should be interpreted as proof of their poverty of ideas. Rather the reverse. Where Wu Tingfang shines in his adaptation of Talleyrand's epigram to his own use—Words were given to conceal our thoughts. And so when the press of San Francisco mount the high-horse and issue frothy fulminations, and make promiscuous charges and attacks on the patient enemy they are doing the greatest possible disservice to their clientele imaginable. The San Francisco Chronicle is the latest victim of that sorry mind which believes in stirring up the mud. It seems that a lady has written a book about China and the Chinese and the New York Evening Post, one of the brightest ornaments of daily journalism in America, whose opinions are quoted and weighed when the lucubrations of all the yellow streaks on the continent are thrust aside, had thus to say about the work: "Here is set forth the whole long story of political chicanery, abuse, fraud, misrepresentation, coercion, illegality, and indecency in which the record of the treatment of the Chinese in this country is enshrined. In the evident willingness, and at times the purpose, to pass laws difficult of enforcement because intricate or obscure, and at the same time deliberately repugnant to treaty obligations and the common rights of individuals at law. \* \* \* to browbeat witnesses, attorneys, and friends, confine and deport immigrants without warrant or trial, and subject innocent persons to indignity and hardship without possibility of mitigation or redress; to moly drive out, or kill offensive persons lawfully resident in the country and not even suspected of any crime; \* \* \* the story of the Chinese in the United States recalls nothing so much as the Drayfus case. Substitute for the Government and a corrupt officialdom in France a venal labour vote, and corrupt immigration service in this country, and add in each case the bitter element of race hatred, and the historical parallel is singularly complete." That is strong language certainly and it touches the temper of the Chronicle which characterises the book "as a gross libel on an entire community and has been prudently suppressed by the publishers, who are presumably ashamed of it, if they should be. But it is accepted by such journals as the Evening Post as the truth instead of a lie; because it is in the line of what they they wish to believe." If the Chronicle stopped there, there might be no great harm done, but it was only preparing for the main attack when these innocuous lines were penned. Having taken a deep and long breath the business-man's paper of San Francisco, which is what the Chronicle fancies itself to be now and then, proceeds to play the Chinese in this fashion: "The people of the Pacific Coast object to the intrusion of Oriental labour, because they do not desire the presence of a servile class, and because we have vices enough of our own without being cursed with the vices, far more degrading than our own, imported from Asia. We object to having in our midst a criminal class which openly carries on such saturnalias of murder as are now in progress in Chinatown in this city, and which cannot be dealt with by law because no Chinese of the class which would be witnesses of these murders can be believed under any form of oath. The enforcement of the Chinese exclusion act is as humane as Chinese, themselves permit it to be, and such rigidity as there is or has been is due solely to the fact that in the arts of lying, evasion and bribery the Orientals apparently excel all other human beings. As for the maltreatment of Chinese by hoodlums, there was never much of it and it was dealt with as sternly as we deal with other forms of hoodlumism. The cities and country districts of the Eastern States are as badly infested with hoodlums as corresponding districts of the Pacific Coast, and in our worst excesses our most criminal hoodlums never burned Chinese labourers, or even highbinders, alive, or took them from jail and hanged them, as it is not unusual for negroes to be burned or hanged in some of the Eastern and Southern States. The less heard about 'race hatred' from that quarter the better." We maintain that there is not a single sentence in the outburst of vilification which will bear the scrutiny or analysis of any fair-minded man, whether he be an American or a European. It is a tissue of unverified statements and unproved assertions which we venture to think will fool nobody but those who are past the stage of intelligent reasoning. We leave it at that, but we wonder what sort of patriots the ready-writers of the San Francisco Chronicle make themselves out to be when they have the spare time to spend a thought on the subject?

## THE RACES.

STEWARDS:—His Excellency, Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral The Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Maj. Genl. R. G. Broadwood, C.B.; Commodore H. Lyon, R.N., A.D.C.; The Hon. Sir Paul Chater, Kt. C.M.G.; The Hon. Sir Henry May, K.C.M.G.; The Hon. Mr. W. J. Gresson; Mr. F. B. Deacon; Major W. A. Eaton, Messrs. H. J. Gedge, I. A. Jupp, Capt. F. W. Lyons, Messrs. N. J. Stabb and H. P. White.

STEWARDS IN CHARGE OF THE SCALE:—Mr. H. J. Gedge and Capt. F. W. Lyons. HANDICAPPER:—Major W. A. Eaton and Mr. J. A. Jupp.

JUDGES:—The Hon. Sir Paul Chater, Kt. C.M.G. ASSISTANT JUDGE:—Major W. A. Eaton. STARTER:—The Hon. Sir Henry May, K.C.M.G.

SECOND TARTER:—Mr. M. W. Slade. TIME KEEPER:—Mr. T. B. Forrest. HON. TREASURER:—Mr. J. F. Cox-Edwards. CLERK OF THE COURSE:—Mr. T. F. Hough.

FIRST DAY:—TUESDAY, 15TH FEBRUARY.

The Hongkong Jockey Club annual race meeting was commenced this forenoon, at the Happy Valley, under the most favourable circumstances. The splendid weather, which has favoured the island during the month, was glorious to-day. The brilliant sunshine was tempered by a cool nor-easter which made it quite agreeable to the jockeys and owners as to the spectators who enjoyed a splendid day's sport in one of the finest race-courses in the world. The course was in excellent condition and the going everything to be desired, a fact which is due to the energy of the Clerk of the Course, Mr. T. F. Hough, who for some weeks past has devoted much time and attention in order to secure the conditions prevailing in the Valley to-day from a sportsman's point of view. As usual there was a very large attendance at the Happy Valley, the Chinese in the centre of the enclosure numbering several thousands and the rails from the winning post right away to the Football Stand were as usual thickly lined. Scattered over the green carpet were small gatherings of native holiday-makers who had come down from Canton in thousands during the recent Chinese festive season and had remained in the Colony over the week to enjoy the time of their life. Black Rock was one of the points of vantage on which quite a number of people perched to watch the progress of the races.

The Grand Stand, paddock and the stately array of gaily bedecked owners' private stands stretching from the weighing-in stand right down to the straight run into the southward, and from the gateway race-course away down to the Bowington Bridge northward accommodated thousands of foreign spectators representing almost every nationality under the sun. The turn-out of ladies in the Grand Stand, members' stand and private enclosure exceeded that of previous years, and doubtless the genial weather contributed much towards this large attendance of ladies who graced the enclosure with their presence in pretty attire which was displayed with so much good taste and representing the latest fashions in Parisian creations.

On the scene the scene was one of unusual animation and one which will long be remembered. The tens of thousands of people who gathered in Wong-nai-chong to-day were bent on enjoyment and for the nonce business cares and worries were cast to the winds and one and all gave themselves up to the purpose for which they had gathered together, and that was pleasure. The brightness of the scene was heightened by the presence this year of an unusually large and brilliant contingent of representatives of the allied fleets in port—those of Great Britain and Japan. As the guest of honour of the Stewards of the Hongkong Jockey Club under whose auspices the race meeting is being held, H. E. Vice-Admiral Baron Kamimura, Commander-in-Chief of the first Japanese Battleship Squadron, attended by the members of his staff, was an early arrival within the enclosure. The distinguished visitor, accompanied by the Stewards of the Club and later in the afternoon watched the races from the Governor's stand. His Excellency Sir Frederick Lugard arrived shortly after the first race. The Governor, with whom was Capt. N. Simpson, private secretary, was received by Sir Paul Chater and other Stewards of the Club and Mr. T. F. Hough, clerk of the course. The regimental band announced the arrival of His Excellency with a few bars of the national anthem.

A novel feature this year and one which contributed largely to the convenience of owners and supporters of the contestants was the erection on the inner course of a wooden tower which was conspicuous by its cost of green paint. This structure is in a right line with the Judge's Box and has a white flag on its top opposite the Grand Stand. It served to announce the numbers of the winning and placed prizes corresponding with those on the official card, instead of having to wait for the official result of each race as hoisted on the telegraph alongside the Judge's Box, instantly upon the conclusion of each event the number of the winning ponies are electrically given on the "dial" of the tower by the judges for the benefit of the spectators. By an ingenious clock-work device, arranged in the form of a huge cylinder, much after the principle of the printer's numbering machine, figures about eighteen inches in height were exhibited on the "dial" by pressing a button, with electric connections from the Judge's Box. By this means the corresponding numbers of the first, second and third ponies, in each race, respectively, were given out as soon as each race was run. This thoughtful innovation was much appreciated by the public.

Another innovation was the issuance of a leaflet which was freely distributed within the enclosure. The little sheet gave the results, starters and times for the first four races of the day. It was neatly printed and suitably illustrated by Messrs. Norman & Co., printers to the Jockey Club.

The pari-mutuel and cash sweeps arrangements were carried out in much the same fashion as in previous years. They were in the efficient hands of Mr. I. P. Madar under his capable manager, Mr. U. Ramjahn, who was assisted by a competent staff of clerks and receiving and paying shroffs. The entire organisation, which worked to the satisfaction of the public, is controlled by an experienced staff of bank clerks, who acted as auditors, under the direction of the honorary treasurer of the Jockey Club, Mr. J. F. Cox-Edwards. If the Stewards are not above accepting a suggestion for future meetings, they would be relieving the noticeable congestion which was observable at the end of each race as the crowd gathered around the blackboards giving the amounts of the dividends for the place betting and winners, by removing them from their present position. As now placed the dividend boards with the spectators densely packed in front of them block the exit from the ticket stalls. The boards would better serve their purpose and leave the passage way beneath the members' stand for free ingress and egress were they placed against the outer wall of the building instead of, as now, on the inner wall and opposite each other. The suggestion is offered in no carping spirit, but it is made in the consciousness of the Stewards' ready willingness to accept any for the public convenience.

Notwithstanding that the day was the eve of the French mail day business in the city was suspended at noon. The exodus of Europeans and Chinese was very great from Victoria to Wong-nai-chong, the latter journeyed eastward in a seemingly never-ending stream from an early hour of the day. In spite of the abnormally heavy traffic the management of the Hongkong Electric Tramway Co. was quite equal to the occasion. The service of special cars to and from Happy Valley was maintained under the personal supervision of Traffic Superintendent, Mr. A. Course, without a single hitch. The large crowds of natives were orderly and good-natured. The regulation of the traffic was controlled by Chief-Inspector Baker who, with his contingent of European and Sikh constables, was responsible for the entire absence of any rowdiness or disorderliness among the immense concourse of people in the Valley to-day.

The Band of the Buff, under the baton of Mr. Hewitt, occupied a prominent position in the paddock and throughout the afternoon played pleasing selections of music in admirable style.

Punctually at 11 a.m. the first saddling bell was rung. For the opening event of the meeting—the Wong-nai-chong Stakes—thirteen ponies faced the starter. It was won by Servian Chief, one of the favourites, from Hartwood, Lightfoot, who was much fancied, did not secure a place. This was a disappointment. The Maiden Stakes produced an exciting finish between Maple Tree and Silverton, and was won by the former by a bare neck. Mr. Buxey's Dwarf Rose, who was much fancied, was nowhere in the race. There were six starters for the next race—the Victoria Stakes—and went to last year's Derby winner, who was far too superior to the rest of the field. Little Gem Rose's time of 2:04 established a record for this race. The Valley Stakes was a tame race and was secured by Man-Man without difficulty, he making the best of a poor start in which he had the advantage of several lengths from Cobalt. After this race there was an interval for luncheon.

After the fifteen adjournment only three ponies—the smallest field of the day—started for the Footcup Cup. It was an uninteresting event and was won hands down by Mr. Vida on Palm Tree. From start to finish Persimmon Tree practically had the race to himself, but lost to Royal Rose at the last stretch through Mr. Vida despising the chances of Royal Rose who with Mr. Burkill in the saddle managed to beat his opponent by half a length. The field for the Garrison Cup was a large one, and the start splendid. After most exciting finish honours were shared between Cadzow's Fame and Warrior Rose. Mrs. J. H. N. Mody led Warrior Rose into the weighing-in stand, while Mr. T. F. Hough led his Fame in. Both jockeys were applauded. The dead heat was run off after the last race of the day and was won by Cadzow's Fame. Mr. Buxey declared the best of the Races to win in the Professional Cup. Mr. Johnstone, by clever jockeyship, wrested the race from Llama Chief and won by five lengths. Kirkpatrick II. beat Spring Rose in grand style in the race for the Hongkong Club Cup. Mr. Johnstone received an ovation as Mrs. W. J. Gresson led Kirkpatrick II. into the enclosure. The Racing Stakes was won by Blackmore Vale. After this race the dead heat for the Garrison Cup was run off between O'Connell's Fame and Warrior Rose, and was won by the former.

We give below the details for the day's racing:—  
1.—THE WONG-NAI-CHONG STAKES.—Winner \$400. Second \$150. Third \$75. For China ponies, subscription griffins of this season 1909-1910. Weight for inches as per scale. Bond side griffins on date of entry allowed 5 lb. Subscription griffins of this season 1909-1910 allowed 10 lb. Entrance \$10. One mile.  
Mr. Buxey's Little Gem Rose, 1st 11lb. (Burkill) 1  
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Mr. Buxey's Dwarf Rose, 234th 11lb. (Burkill) 234  
Mr. Buxey's Little Gem Rose, 235th 11lb. (Burkill) 235  
Mr. Buxey's Dwarf Rose, 236th 11lb. (Burkill) 236  
Mr. Buxey's Little Gem Rose, 237th 11lb. (Burkill) 237



Tree who lost by half a length to Royal Rose. Lamerton was a good third.

Ponies.	Win.	Place.
Royal Rose	357	40
Perimmon Tree	85	168
Lamerton	141	180
	673	962

Dividends:—Winner \$21.40  
Places \$8.20, \$5.90

Cash sweep:—  
Ticket No. 278 1st \$1,464.15  
" 248 2nd \$418.50  
" 138 3rd \$209.25  
Commission \$132.50

Total \$1,344.40

7.—THE GARRISON CUP.—Presented by the officers of the Garrison. Second to receive \$150; and third \$75. For China ponies, subscription griffin of any season. Weight for inches as per scale. Winners at previous meetings of one race 7 lb; of more than one 14 lb; at this meeting 5 lb extra. Penalties accumulative. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One mile.

Ponies.	Win.	Place.
Mr. T. F. Heugh's Cadzow's Fame, 10 11 12 lb (Vida)		
Mr. Buxey's Warrior Rose, 10 11 12 lb (Burkill)		
Mr. Ellis Kadorie's Servant Chief, 10 11 12 lb (Moller)		
Mr. Ottery's Trewint, 11 12 lb (Crichton)		
Mr. Shamen's Fair, 10 11 12 lb (Kremor)		
Mr. Dab's Greyback, 11 12 lb (Morley)		
Mr. Johnston's Younger Brother, 11 12 lb (Owner)		
Capt. Dwyer & Beasley's Kerry, 11 12 lb (Laurence)		
Mr. W. G. Pirie's Richshaw Man, 10 11 12 lb (Scarlett)		
Admiral Lamb's Kamranh, 10 11 12 lb (Heathcote)		
Mr. Smith's Dartmoor, 10 11 12 lb (Williams)		
Mr. Lawton's Spirit Level, 10 11 12 lb (Blair)		

After two false starts due to Kerry running away in the first and Spirit Level in the second, the large field got away to a capital start. Cadzow's Fame settled down in front from Trewint and Fair. Fair shot to the front and just as promptly surrendered his position to Cadzow's Fame who raced first, hotly pursued by Trewint, with Kerry third and Warrior Rose fourth. Younger Brother was last but one. Up the hill Cadzow's Fame led from Spirit Level with Kerry in the third place. Mr. Johnston at this stage called upon Younger Brother and the dark-blue and cerise cap showed well up in the bunch when winding round the latter bend. Kerry fell away. Warrior Rose secured the position of advantage on the rails and necked and neck with Cadzow's Fame. Servant Chief just a length behind third. Every inch of ground was keenly contested and the leaders passed the winning post together, dividing the honours between them. Servant Chief was third. This was the most exciting finish of the day.

Ponies.	Win.	Place.
Cadzow's Fame	319	533
Warrior Rose	165	327
Servant Chief	39	96
	731	1,711

Dividends:—Winner Cadzow's Fame, \$5.10  
Warrior Rose, \$9.00  
Places, \$7.90, \$6.60, \$16.20

Cash Sweep:—  
Ticket No. 169, 1st, \$692.75 Dead heat.  
" 391, 2nd, \$692.25  
" 173, 3rd, \$320.50  
Commission \$45.00  
Total \$2,450.00

8.—THE PROFESSIONAL CUP.—Value \$500. Presented. Second to receive \$150; and third \$75. For griffins on date of entry and ponies that have never won a race. Subscription griffin of this season 1909-1910 allowed 5 lb. Weight for inches as per scale. Winners barred. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Allowances accumulative. Entrance \$10. One mile.

Ponies.	Win.	Place.
Mr. J. de Peet's Maywell 11 12 lb (Johnstone)		
Mr. Ellis Kadorie's Llama Chief 10 11 12 lb (Moller)		
Mr. Buxey's Dwarf Rose 10 11 12 lb (Burkill)		
Mr. F. B. Marshall's Fig Tree 10 11 12 lb (Vida)		
Mr. Dryad's Trial 11 12 lb (Laurence)		
Mr. Johnston's Servant Chief 10 11 12 lb (Scarlett)		
Mr. Buxey's Real Rose 11 12 lb (Crichton)		
Mr. Gilpin's Apollo 10 11 12 lb ( )		

No difficulty was experienced in getting the field away. Llama Chief led the way to Real Rose and Servant. At the back stretch Llama Chief held his premiership from Real Rose with Maywell last. Llama Chief made the pace a quick one and was way to the front by some ten lengths. Llama Chief was still first at the bend followed by the Rose companion and Fig Tree. Mr. Johnston saw his opportunity and took the rails. By excellent jockeyship he steered Maywell in fine style to the front and won easily from Llama Chief by five lengths. Dwarf Rose was a poor third.

Ponies.	Win.	Place.
Maywell	116	377
Llama Chief	85	300
Dwarf Rose	103	348
	304	1,025

Dividends:—Win, \$12.50  
Place, \$7.10, \$5.30, \$6.00

Cash Sweep:—  
Ticket No. 161, 1st, \$1,592.50  
" 394, 2nd, \$572.50  
" 189, 3rd, \$281.25

Comm. \$100.00

Total, \$2,210.00

9.—THE HONGKONG CLUB CUP.—Presented by the members of the Hongkong Club. Second to receive \$150; and third \$75. For China ponies. Weight for inches as per scale. Griffin allowed 5 lb. Subscription griffin of this season 1909-1910 allowed 10 lb. Winners at this meeting 5 lb. extra. Entrance \$10. One mile and a half.

Ponies.	Win.	Place.
Mr. Buxey's Spring Rose, 11 12 lb (Burkill)		
Mr. Dryad's Best Friend, 11 12 lb ( )		
Mr. Medico's Starlight, 11 12 lb ( )		
To an even start the quartette got away, with Best Friend ahead. He was promptly overhauled by Spring Rose who led all the way. In the first round the order was: Spring Rose, Best Friend, Starlight and Kirkpatrick. With a length to the front Spring Rose came up to the village. Kirkpatrick-II now came up in grand style. Mr. Johnston, steering the outer course; Spring Rose bugging the rails. Throughout the straight run in was a neck-and-neck race. Kirkpatrick just managed to beat the Rose by half a length. Another exciting finish.		

Time: 3m. 12 1/2 sec.

Dividends:—Win, \$9.60  
Places, \$5.00, \$5.00

Cash Sweep:—  
Ticket No. 4, 1st, \$1,577.65  
" 211, 2nd, \$387.91  
" 99, 3rd, \$193.95  
Commission, \$215.50

10.—THE RACING STAKES.—Winner \$400. Second \$150. Third \$75. For China ponies, subscription griffin of this season 1909-1910. Weight for inches as per scale. Winners barred. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Five furlongs.

Ponies.	Win.	Place.
Mr. John Peel's Blackmore Vale 10 11 12 lb (Johnstone)		
Mr. Buxey's Victoria Rose, 10 11 12 lb (Burkill)		
Mr. Ottery's Tremear 10 11 12 lb (Crichton)		
Mr. Ellis Kadorie's Bulgarian Chief 10 11 12 lb (Moller)		
Mr. F. B. Marshall's Cabbage Tree 10 11 12 lb (Vida)		
Messrs. Newall and Hall's Balgonie 10 11 12 lb (Crichton)		
Mr. Smith's Exmoor 10 11 12 lb (Kremor)		
Mr. Billiard's Snooker 10 11 12 lb (Klimick)		
Mr. Q. T's Laurel 10 11 12 lb (Morley)		
Mr. Dryad's Pulex 10 11 12 lb (Laurence)		
Mr. Medico's Chirnis Daisy 10 11 12 lb (Heathcote)		

Blackmore Vale and Victoria Rose had a keen struggle between them for this race. Mr. Johnston piloted Blackmore Vale to the front into the straight run in and resisting Victoria Rose's challenge won by half a length. Tremear's third place was a surprise.

Ponies.	Win.	Place.
Blackmore Vale	167	610
Victoria Rose	70	166
Tremear	22	56
	637	1,348

Dividends:—Win, \$7.80  
Places, \$5.50, \$8.60, \$11.40

Cash Sweep:—  
Ticket No. 153, 1st, \$4,194.65  
" 390, 2nd, \$399.90  
" 334, 3rd, \$184.95  
Commission, \$105.50

Total, 2,755.00

TIPS FOR TO-MORROW.

JOCKEY CUP.

1—Spirit Level.  
2—Kamranh.  
3—Ping Pong.

EXCHANGE PLATE.

1—Worcester.  
2—Reve O'or Rose.  
3—Heraldic.

HONGKONG DERBY.

1—Perimmon Tree.  
2—Royal Rose.  
3—Maywell.

GERMAN CUP.

1—Man Mao.  
2—Valiant Tree.  
3—Warrior Rose.

CHINA STAKES.

1—Pet Rose.  
2—Llama Chief.  
3—Dwarf Rose.

LUSITANO CUP.

1—Olive Tree.  
2—Joh. Peel's.  
3—Buxey's.

CHALLENGE CUP.

1—Joh. Peel's.  
2—Buxey's.  
3—Marshall's.

NAVY CUP.

1—Cadzow's Fame.  
2—Younger Brother.  
3—Kerry.

PARADE CUP.

1—Real Rose.  
2—Fig Tree.  
3—Silverton.

GYMNASIA CLUB CUP.

1—Victoria Rose.  
2—Servant Chief.

The Midway, cruiser, Captain G. C. Cayley, left Sheerness on January 13 for Portsmouth, where she will embark her balance crew for service, as flagship of Vice-Admiral Sir A. L. Winterton, who was due to leave his flag on January 25 as the new Commander-in-Chief of the China Station.

## Serious Riots at Canton.

### REVOLT OF GOVERNMENT TROOPS

FOREIGNERS REFUGING AT SHAMEN.

[From an Occasional Correspondent.]

Shamen, 11th February.

Through being unable to satisfy the wishes of a common soldier in making a wooden block according to his liking, a Chinese engraver's shop got into trouble and the workman received a severe thrashing from his soldier customer on Chinese New Year's Eve. Fokis in the neighbouring shops, witnessing the occurrence and being dissatisfied with the mode of settlement, appealed to the Police (Loh Kan) for their assistance and the arrest of the soldier. A policeman after investigating the report, arrested the offending soldier and a fight between the two took place. Just at that time a group of soldiers belonging to the same company happened to pass by. They rescued their comrade by force and left the policeman lying dead on the street. Not satisfied with what they had done, the soldiers later attacked the police station and had the building demolished. The chief of the police, on being acquainted with the facts of the case, reported the matter to the Viceroy, who immediately summoned the officer commanding the troops and demanded from him the appearance of all the soldiers concerned in the disgraceful affair at his Yamen to be headed in his presence. It is said that the troops belonged to the Viceroy's newly formed regiment with headquarters at Sha Ho outside the City walls, a little further than the Government Mint and the Five-Storied Pagoda. This regiment is composed of men from Kwangsi, Hakka and Puntia, and southern Chinese; they were recently recruited and are a well drilled body of men armed with modern weapons and said to be very brave.

The Officer Commanding, after receiving the Viceroy's order, summoned all the Officers and men and transmitted the Viceroy's command to those present. Many officers and men were off duty. The reply he received from those present, who were more or less excited over the trouble of the previous evening, was that they all unanimously refused to recognise the Viceroy's authority over them and then and there disavowed allegiance to their regiment and returned their uniforms; they, however, retained their arms and ammunition. The Commanding Officer had their reply conveyed to the Viceroy who immediately notified the Tartar General of the occurrence. As the Commanding Officer could not in any way bring the men to their senses and as according to Chinese law he would be held responsible and severely punished, he committed suicide. The military, not only armed themselves, but killed a superior officer also, for refusing to allow them to take away cartridges and fire arms, and started out in their wild errand of demolishing various police stations and firing on the police, killing over thirty. It is also reported that the Viceroy, alarmed at the turn of events, left the palace in woman's attire, and fled to the Tartar General's Yamen for shelter. Fearing an invasion by the disbanded soldiers, the Viceroy ordered all the city gates to be closed, instantly and sought the assistance of Admiral Li Chun, who at once dispatched wireless messages ordering the return to Canton waters of all the gunboats.

A French missionary who happened to be near the headquarters had to leave his station under great risk, and gained a small native craft which brought him in safety to Shamen. He heard shots being fired by the rioters and saw a great number of the revolting soldiers making use of firearms. Lengthy communications have been wired to Peking by the Viceroy and other officials. The gentry on learning what had happened and fearing an uprising also wired to Peking blaming the Viceroy for having been the cause of all this trouble.

Saturday.

The city gates are still closed and the inhabitants are terror-stricken. The regiment are men drilled by Japanese Officers and it is officially reported that those stationed here number about 7,000. This morning about 4,000 men surrounded their arms, but the remaining are well armed and are prepared to fight. The riotous elements are availing themselves of the opportunity demolished a police station just opposite the New Chinese Theatre, in Cheong San Street, outside the city walls at 6 p.m. today saying that the police killed a child. The mob numbered over 400, and the police to disperse them had to make use of their firearms, killing three. Probably there may be some dissatisfied soldiers mixed up in the crowd, though they cannot be recognised as they have already discarded their uniforms. They subsequently returned to the police station and set fire to the building, by igniting four tins of kerosene oil which they had bought for that purpose.

Sunday.

The City gates continued closed to-day, being opened only at intervals, for the convenience of some business people. The prefect of Kwong Chow Fu issued a proclamation this morning informing the inhabitants that Admiral Li Chun with 5,000 men succeeded in killing over one hundred of the soldiers at an encounter near the latter's headquarters and finally succeeded in driving them over the White Cloud Mountains.

From yesterday the walled City has been under the charge of the Tartar General whose soldiers kept watch at all the gates and patrolled the streets. Admiral Li Chun taking charge of the outside city and thousands of his men patrolled the streets and closed up the outside gates at 10 p.m. He stationed some 3,000 men near the White Cloud Mountains to stop the rioting soldiers from returning and to be ready for any emergency.

The Viceroy this morning notified the British Consul-General that he could not guarantee protection to foreigners in the vicinity of the disturbance and the Consul at once requested all those outside Shamen to return to the Settlement. At about 11 p.m. launches and boats brought to Shamen 1,000 soldiers and their families and all the employees of the Canton-Kowloon Railway stationed at and near Tung Shan; the new office and residence of the Canton-Kowloon Railway staff.

It was by means of the wireless telegraph installation that Admiral Li Chun succeeded in getting all the gunboats and men to return to Canton instantly to co-operate in putting down the rioting.

## LOCAL AND GENERAL.

THIRTEEN men were each fined \$1 at the Magistracy this morning for fighting at Chung Chai. Sergeant Gordon prosecuted.

M. FELICIAN Challeys is delivering a series of three lectures in Paris on the subject of "Hommes et choses d'Extrême Orient."

THE rioters in the Lower Yala districts have again become active and fresh reinforcements for their suppression have been called out.

GENERAL Baron Oshima is understood to have consented, on certain conditions, to retain the post of Governor-General of Kwantung (Liaoning).

TWO of the 27 Chinese recently rejected by the Immigration Board at Liverpool have escaped from the steamer *Dardanus*, and a reward of £20 has been offered for each.

THE public hearing of the charge against the Korean accused of assassinating Prince Ito was begun at Port Arthur, whither the accused had been conveyed on the 7th inst.

A MAN was this morning awarded three months' hard labour for uttering counterfeit coins. Another man was given eight months for having a number of the spurious tokens in his possession.

TELEGRAMS from Constantinople state that the Government will shortly submit to Parliament a demand for an extraordinary credit of £1,500,000, to be spread over ten years, on behalf of the navy. The demand is based on the proposals of Vice-Admiral Sir Edward Gamble.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

J. R. M. Smith, Esq.	\$ 100
H. Skott, Esq.	100
Butterfield & Swire	100
Hongkong and Shanghai Bank	100
Reiss & Co.	100
D. Sassoon & Co.	100
E. D. Sassoon & Co.	100

## "KING ALFRED" BALL.

A BRILLIANT FUNCTION.

One of the most brilliant functions ever held in Hongkong was the ball given at the City Hall last night by the Commandant-in-Chief, Captain and Officers of H.M.S. *King Alfred* on the occasion of their approaching departure from the Colony. A large and select gathering was present to bid farewell to Admiral Lambton and the Officers of his flagship and of all the pleasant experiences enjoyed by the naval men during their brief stay in the Colony, last night's function will find the foremost place in the minds both of the hosts and those who had the honour and privilege of witnessing the hospitality of the famous British Admiral and the personnel of his ship.

The scheme of decoration at the hands of willing, handy tars could not but have been an unqualified success. The entrance displayed an abundance of hunting quite pleasing to behold. The stern realities of war, none the less grim in time of peace, were faithfully depicted by a ten-inch gun which commanded attention with the aid of its gun dark outlines in the glare of the electric light. Smaller guns were also stationed in less prominent positions, and, like the machine given the place of honour, reminded one of their death-dealing possibilities. None could have mistaken the nature of the calling pursued by the hosts of the evening. The staircase was embellished with the choicest flowers of the season. At the top of the landing, the visitor's attention was at once attracted by a beautiful model of H.M.S. *King Alfred*, which was placed in position by a framework arrangement. The diminutive cruiser, over twenty feet in length, displayed skill for which Jack Tar has always been noted and even the minutest details were not neglected. The outline of the ship was picked out in light and the whole attracted the long and admiring gaze of the visitors. St. George's Hall was used as the ball-room. Here as in the other places of decoration, the embellishments were marked with the same taste and artistic skill characteristic of the British bluejacket. The walls were covered with beautiful drapery, the predominant colours being red and white. Here and there, the walls bore circles of gleaming bayonets and cutlery, which reflected the rays of multi-coloured lights shining in the centre with beautiful effect. St. Andrew's Hall was used as the supper-room. Here again the predominant colours were red and white, arranged on the same artistic style as in the ball-room. An interesting feature of the embellishments was the artistic display of various trophies captured by the *King Alfred's* crew in physical exercises.

Another interesting feature of the decorations too good to be omitted was an electrical device by which the number of the dances was indicated.

Dancing was commenced shortly after nine o'clock, from which time onwards guests began to arrive in a steady stream. To the strains of the *King Alfred*, the music throng tipped the light fantastic with a flying waltz. Shortly after eleven o'clock, a bell sounded six resonant clangs and all the guests present, headed by the official party, were piped into the supper-room by a party of six bluejackets to the strains of "The Roast Beef of Old England." The official party was composed as follows:—H.E. the Governor and Lady May, Admiral Sir Hedworth Lambton and Mrs. Lyon, Admiral Baron Kertess and Mrs. Badesley, Rear-Admiral Yachiro and Mrs. Rublee, Major-General Broadwood and Mrs. Giesson, Mr. Rees David and Mrs. Ryan, Commodore Lyon and Mrs. Bedford, Sir Henry May and Mrs. Tail, General Jameson and Mrs. Stacpole, Commodore Plant and Mrs. Prior.

Dancing was kept up till the small hours of the morning.

## To-day's Advertisements.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.E.A. SHIP "SIKH." FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, 15th February, 1910. [18]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex *s.s. Dardanus* and from Bordeaux ex *s.s. V. d'Arros*, *V. de Lille*, *V. de Cetta* and *Dunkerque*, in connection with above Steamer are hereby informed that their Goods, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. the 14th February, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 1st February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 21st February, or they will not be recognized.

All damaged packages will be examined on the 1st February, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 14th February, 1910. [19]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, and floor.

Hongkong, 3rd January, 1910. [21]

Hongkong, 7th December, 1900. [42]

Hongkong, 14th February, 1910. [18]

Hongkong, 14th February, 1910. [19]

Hongkong, 14th February, 1910. [19]

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Hongkong, 14th February, 1910. [19]

Hongkong, 14th February, 1910. [19]

Hongkong, 14th February, 1910.



## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &amp;c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF INDIA" SATURDAY, FEB. 16TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"MONTEAGLE" TUESDAY, MAY 17TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4TH.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1ST.
"Monteagle" STEAMERS will depart from Hongkong at 7 a.m.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. ORADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA, FOOHSANG	"WED'DAY, 16th Feb., Noon.	
Kobe	"LIENSANG" FRIDAY, 18th Feb., Daylight.	
SHANGHAI	"LIENSANG" FRIDAY, 18th Feb., Noon.	
SHANGHAI	"CHONGSANG" FRIDAY, 18th Feb., 4 P.M.	
SANDAKAN	"MAUSANG" SATURDAY, 19th Feb., Noon.	
TIENSIN	"CHEONGSANG" SATURDAY, 19th Feb., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA, FOOHSANG	"TUESDAY, 22nd Feb., Noon.	
MANILA	"YUENSANG" FRIDAY, 25th Feb., 4 P.M.	
SHANGHAI, KOBE & MOJI	"KITSANG" TUESDAY, 8th Mar., Noon.	

RETURN TOURS TO JAPAN (OCCUPYING 14 DAYS).

The steamers "Kitsang," "Yansang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 1 to 4 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Otsu, Tientsin &amp; Newchwang.

Taking Cargo on through Bills of Lading to Kudu, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—

JARDINE MATHESON &amp; CO., LD.

General Managers.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To
HONGKONG & HAIPHONG	"SINGAN" 16th Feb.	10 A.M.
SHANGHAI	"ORHAN" 17th Feb.	1 P.M.
SHANGHAI	"LINAN" 20th Feb.	Daylight.
MANILA	"TAMING" 22nd Feb.	3 P.M.
SHANGHAI	"ANHUI" 24th Feb.	4 P.M.
MANILA	"CHINGHUA" 27th Feb.	Daylight.
MANILA ZAMBOANGA & AUSTRALIA	"CHANGSHA" 14th Mar.	4 P.M.

S.S. "Tsun" will sail hence for Manila on 1st February and S.S. "Taming" sails from Manila on 15th instant for Hongkong. Special reduced return fare of \$30.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA TWINSOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Aichi, Chonan, Uman, Chikushi) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers and passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$35 single, \$80 return.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS.

Telephone No. 35. Hongkong, 15th February, 1910.

## HONGKONG—MANILA.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	Pos.	Sailing Dates.
RUBI	5500	A. Fraser	MANILA	SATURDAY, 19th Feb., at Noon.
LAURO	5100	R. Rodger	"	SATURDAY, 26th Feb., at Noon.

For Freight or Passage, apply to—

SHEWAN TOMES &amp; CO.,

General Managers.

Hongkong, 14th February, 1910.

## Shipping—Steamers.

## THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON, ROTTERDAM &amp; ANTWERP.

## THE Steamer

## "CARMARTHENSIRE"

Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above on or about 1st of March.

FARE TO LONDON £85

A Stewardess and fully qualified Doctor are carried.

For further particulars apply to

JARDINE, MATHESON &amp; Co., Ltd.,

Agents.

Hongkong, 31st January, 1910.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE,

Connecting at TAGOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. Gotoh	6,182	WED'DAY, 23rd Feb., at Noon.
Do.	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 23rd March, at Noon.
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO.	"FITZPATRICK" Capt. R. E. Hutchinson		FRIDAY, 4th March, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	THURSDAY, 17th Feb., at Noon.
ANPING via SWATOW and AMOY	"SOBU MARU" Capt. T. Sugi	WEDNESDAY, 16th Feb., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. Y. Fuzono	THURSDAY, 17th Feb., at Daylight.

Full speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th February, 1910.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"MISHIMA MARU" Capt. S. E. Vose, Tons 9000 "KAGA MARU" Capt. M. Harino, Tons 7000 "ATSUTA MARU" Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 16th Feb., at Daylight. WEDNESDAY, 2nd Mar., at Daylight. WEDNESDAY, 16th Mar., at Daylight.

VICTORIA, B.C., &amp; SEATTLE

"TAMPA MARU" Capt. K. Sato, Tons 6500  
"AWA MARU" Capt. S. Ishikawa, Tons 7000WED'DAY, 16th March From YOKOHAMA  
TUESDAY, 29th March, at Noon.SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE, KUMANO MARU, Capt. M. Yuki, Tons 6000  
AND BRISBANE Capt. M. Wickler, Tons 6000THURSDAY, 17th Feb., at Noon.  
MARCH, at Noon.SHANGHAI, MOJI AND KOBAYASHI MARU, Capt. A. Mochi, Tons 5000  
THURSDAY, 24th Feb.MOJI, KOBE & YOKOHAMA. "SHINANO MARU" Capt. R. Takeda, Tons 7000  
SUNDAY, 14th Feb., A.M.NAGASAKI, KOBE and YOKOHAMA "KUMANO MARU" Capt. M. Wickler, Tons 6000  
WEDNESDAY, 16th Feb., at Noon.KOBE and YOKOHAMA "MEYAZAKI MARU" Capt. T. Mori, Tons 9000  
THURSDAY, 17th Feb., at Noon.BOMBAY, VIA SINGAPORE "BOMBAY MARU" Capt. W. Evans, Tons 5000  
TUESDAY, 22nd Feb.

Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Manager.

## Shipping—Steamers.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM

FOR

STRAITS, ORYON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN,

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

## THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &amp;c., on SATURDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Persia," 7,051 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &amp;c., will be conveyed via Bombay by the R.M.S. "Egypt," due in London on 1st April, 1910.

Parcels will be received at the Office on 4 P.M. the day before sailing. The Captain and Vice of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th February, 1910.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, B.C., TAGOMA &amp; SEATTLE

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tonn.	Captain	Sailing Date
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Oceano 4,657 F.W. Davies 18th Feb. 1910

Kumori 6,232 J. Maible 10th March

Aymori 4,303 J. Boyd 7th April

Suevia 4,657 F.W. Davies 1st May

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to

DODWELL &amp; CO., LIMITED

General Agents.

Queen's Building, Hongkong, 17th January, 1910.

## "SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"CARMARTHENSIRE"

Captain W. Gregory, will be despatched as above about 21st February.

For Freight or Passage apply to

JARDINE, MATHESON &amp; Co., LD.,

Agents.

Hongkong, 17th January, 1910.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. E. W. WALKER.

"KWONG SAI" Capt. E. S. GROWER.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West, Hongkong, 14th April, 1910.

## Shipping—Steamers.

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MENA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA."

Captain Belaito, will be despatched as above TO-MORROW, the 16th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 15th February, 1910.

## FOR SHANGHAI.

THE P. &amp; O. S. N. Co.'s Steamship

"DELTA."

Captain B. W. H. Snow, will leave for SHANGHAI on FRIDAY, the 18th instant, at 1 P.M.

For Freight or Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th February, 1910.

## HONGKONG—BOSTON AND NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

S.S. "MUNCASTER CASTLE" FRIDAY, 18th Feb.

For Freight and further information, apply to

SHEWAN, TOMES &amp; CO.,

General Agents.

Hongkong, 14th February, 1910.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "PATHAN" On or about 28th Feb.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 2nd February, 1910.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &amp;c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on WEDNESDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 14th February, 1910.

## THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon: latest alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	{ \$1,500,000 \$1,500,000 \$1,500,000	\$2,007,849	Interim of £2 for account 1909 @ ex 1/6 = \$22.72	4 %	{ 5000 sellers London 291
National Bank of China, Limited .....	90,925	7	6	{ \$4,000 \$10,000	\$30,551	\$2 (London 1/6) for 1909 .....	...	\$73 buyers
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$254,103 \$254,103	none	\$10 for 1908 .....	7 %	\$150 sales
North China Insurance Company, Limited .....	10,000	15	45	{ \$1,500,000 \$1,500,000 \$1,500,000	Tls. 207,571	Final of 7/8 making 15/- for 1908 .....	...	Tls. 113 buyers
Union Insurance Society of Canton .....	12,400	\$250	\$100	{ \$1,500,000 \$1,500,000 \$1,500,000	\$1,404,951	Final of 3/7 making 3/7 for 1907 and interim of 3/30 for 1908 .....	12 %	\$910
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	{ \$1,000,000 \$294,405 \$294,405	\$7,702	\$12 and bonus 3/3 for 1907 .....	7 %	\$130 buyers
<b>FIRE.</b>								
China Fire Insurance Company, Limited .....	70,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	\$175,341	\$6 and bonus 3/3 for 1907 .....	7 %	\$118 sellers
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000	\$108,711	\$27 for 1907 .....	7 1/2 %	\$365 sellers
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$75,000 \$75,000 \$75,000	\$1,031	\$1 for 1906 .....	...	\$8 sellers
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000	Nil	\$1 for year ending 30.6.1908 .....	...	\$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ \$120,000 \$120,000 \$120,000	\$21,179	Interim of 1/4 for account 1909 .....	7 1/2 %	\$34 ex div. s.
Indo-China Steam Navigation Co., Ltd. (P. deferred)	60,000	45	45	{ \$100,000 \$100,000 \$100,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/6 11/10 = \$3.154 .....	...	\$63 buyers
Do. Do. (Deferred) .....	60,000	45	45	{ \$100,000 \$100,000 \$100,000	\$13,755	Final of 2/- for 1908 and interim of 1/- for a/c 1909 .....	...	70/- buyers
"Shell" Transport and Trading Company, Limited .....	2,000,000	1	1	{ \$2,000,000 \$2,000,000 \$2,000,000	\$68,827	\$1.00 for year ending 31.12.1908 .....	4 %	\$26
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	{ \$50,000 \$50,000 \$50,000	\$2,221	\$0.50 for year ending 31.12.1908 .....	3 1/2 %	\$14
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$350,000 \$350,000 \$350,000	Dr. \$5,851	\$5 for year ending 31.12.08 .....	3 1/2 %	\$160 sa. and b.
Luxon Sugar Refining Company, Limited .....	7,000	\$1	\$100	{ \$100,000 \$100,000 \$100,000	Dr. \$135,801	\$3 for 1897 .....	...	\$23 buyers
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 5	Tls. 30	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6.01	Tls. 10 for year ending 31.12.09 .....	...	Tls. 460 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	1	1	{ \$175,000 \$175,000 \$175,000	1.48	Final of 1/10 making 3/4 for 1909 .....	7 %	Tls. 17
Headwaters Mining Company .....	60,000	10	10	{ \$600,000 \$600,000 \$600,000	none	First year .....	...	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited .....	150,000	1	1	{ \$150,000 \$150,000 \$150,000	Dr. \$2,191	No. 12 of 1/- = 12 cents .....	...	\$54 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$450,000 \$450,000 \$450,000	Dr. \$7,421	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	60,000	\$55	\$50	{ \$330,000 \$330,000 \$330,000	\$80,101	None .....	...	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$5	\$50	{ \$250,000 \$250,000 \$250,000	\$345,162	Interim of 1/4 for account 1909 .....	...	\$52 buyers
Shanghai Dock and Engineering Co., Ltd. ....	50,000	Tls. 100	Tls. 100	{ Tls. 500,000 Tls. 500,000 Tls. 500,000	Tls. 6.26	Interim of Tls. 21 for 1908 .....	6 1/2 %	Tls. 82
Shanghai and Hongkong Wharf Company, Limited .....	36,000	Tls. 1	Tls. 100	{ Tls. 36,000 Tls. 36,000 Tls. 36,000	Tls. 22,818	Final of Tls. 1 making Tls. 10 for 1908 .....	7 %	Tls. 125
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 4,134	Tls. 6 for year ending 30.12.09 .....	5 1/2 %	Tls. 103 sales
Central Stores, Limited .....	25,000	\$15	\$15	{ \$375,000 \$375,000 \$375,000	\$24,641	\$1.20 on old and 60 cents on first new issue interim of \$1.20 on old and 40 cents on new shares for account 1909 .....	...	\$106 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$600,000 \$600,000 \$600,000	\$10,272	Interim of 1/4 for account 1909 .....	6 1/2 %	\$87 buyers
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$1	\$1	{ \$500,000 \$500,000 \$500,000	\$26,475	60 cents for 1908 .....	7 1/2 %	\$99 sellers
Humphreys Estate & Finance Company, Limited .....	150,000	\$1	\$10	{ \$1,500,000 \$1,500,000 \$1,500,000	\$5,480	\$1 for 1908 .....	5 %	\$74 sellers
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$30	{ \$300,000 \$300,000 \$300,000	\$278	Interim of Tls. 3 for account 1909 .....	6 1/2 %	\$29 buyers
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000	Tls. 123,404	Interim of Tls. 12 for account 1909 .....	8 1/2 %	Tls. 1171 s.
West Point Building Company, Limited .....	12,500	\$50	\$50	{ \$625,000 \$625,000 \$625,000	\$1,068	Interim of 12 for account 1909 .....	8 1/2 %	\$424 ex div.
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 5	{ Tls. 750,000 Tls. 750,000 Tls. 750,000	10,991	Tls. 11 for year ending 31.12.09 .....	8 1/2 %	Tls. 131 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	25,000	\$10	\$1	{ \$250,000 \$250,000 \$250,000	\$8,553	50 cents for year ending 31.12.08 .....	...	\$6 sales
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 750,000 Tls. 750,000	Tls. 8,572	Tls. 7 1/2 for year ending 31.12.09 .....	...	Tls. 63
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	{ \$800,000 \$800,000 \$800,000	Tls. 4,820	Tls. 4 for 1908 .....	...	Tls. 76
Sey Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 50	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 15,918	Tls. 50 for 1908 .....	...	Tls. 375
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ \$1,500 \$1,500 \$1,500	\$2,648	15 % per share for 1908 .....	10 %	\$10
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ \$720,000 \$720,000 \$720,000	Nil	\$2.20 for 1908 .....	...	\$12
China Light and Power Company, Limited .....	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000	\$6,128	50 cents for year ending 30.12.06 .....	8 1/2 %	\$64 buyers
Do. Do. special shares .....	30,000	\$1	\$1	{ \$300,000 \$300,000 \$300,000	\$1,407	80 cents for 1909 .....	8 1/2 %	\$131 ex div. b.
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$1	{ \$1,250,000 \$1,250,000 \$1,250,000	\$1,407	\$1.10 for year ending 31.12.09 .....	8 1/2 %	\$164 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	{ \$300,000 \$300,000 \$300,000	\$1,897	Interim of 35 cents for account 1909 .....	10 %	\$74 sales
Green Island Cement Company, Limited .....	400,000	\$10	\$10	{ \$4,000,000 \$4,000,000 \$4,000,000	\$3,755	8 cents for year ending 31.12.08 .....	8 %	\$72
H. Price & Company, Limited .....	12,000	\$10	\$10	{ \$120,000 \$120,000 \$120,000	\$3,000	\$1 and bonus 10 cts. for year ending 29.12.09 .....	6 %	\$204 buyers
Hongkong Electric Company, Limited .....	60,000	\$10	\$1	{ \$600,000 \$600,000 \$600,000	\$7,616	Interim of 1/4 for account 1909 .....	10 %	\$175 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$125,000 \$125,000 \$125,000	\$8790	Interim of 1/4 for account 1909 .....	8 1/2 %	\$224 sellers
Hongkong Rope Manufacturing Company, Ltd. ....	60,000	\$10	\$10	{ \$600,000 \$600,000 \$600,000	Tls. 316,682	Final of Tls. 11 and bonus of Tls. 7 1/2 for 1909 .....	...	Tls. 1,020 sales
Maatschappij tot Mijn, Bosch- en Landbouw- exploitatie in Langkat, Limited .....	25,000	Ga. 100	Ga. 100	{ Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000	Tls. 1,204	80 cents on fully paid share and 40 cents on \$1 paid shares for year ending 30.12.09 .....	6 %	\$13 sellers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ \$250,000 \$250,000 \$250,000	\$18,640	None .....	3 1/2 %	\$130 buyers
Philippine Company, Limited .....	75,000	\$10	\$10	{ \$750,000 \$750,000 \$750,000	...	Final Tls. 5 making Tls. 8 for 1908 .....	4 1/2 %	Tls. 152 buyers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 600,000 Tls. 600,000 Tls. 600,000	Dr. \$56,603	None .....	...	\$221 sellers
South China Morning Post, Limited .....	6,000	\$25	\$25	{ \$150,000 \$150,000 \$150,000	\$63	40 cents for year ending 31.12.09 .....	7 %	\$48
Steam Laundry Company, Limited .....	20,000	\$25	\$5	{ \$500,000 \$500,000 \$500,000	\$122	60 cents for year ending 31.12.09 .....	5 %	\$10 sellers
Union Waterboat Company, Limited .....	50,000	\$10	\$10	{ \$500,000 \$500,000 \$500,000	\$342	60 cents per ord. share for year ending 31.12.09 .....	6 1/2 %	\$121 buyers
United Asbestos Oriental Agency, Limited .....	10,000	\$10	\$5	{ \$100,000 \$100,000 \$100,000	\$2,613	Final of 30 cents for 1908 .....	6 1/2 %	\$7 sellers
Watson (A.S.) & Co., Limited .....	90,000	\$1	\$1	{ \$900,000 \$900,000 \$900,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1908 .....	...	\$3 sellers
William Powell, Limited .....	15,000	\$7	\$7	{ \$105,000 \$105,000 \$105,000	...	None .....	...	\$10
<b>RUBBERS.</b>								
Allagar Rubber Estates .....	750,000	2/3	2/3	{ \$1,500,000 \$1,500,000 \$1,500,000	none	Interim of 12 1/2 % for account 1909 .....	...	\$10
Anglo-Malay Rubber Company, Limited (fully paid) ..	1,500,000	2/3	2/3	{ \$3,000,000 \$3,000,000 \$3,000,000	none	4 1/2 % interim for 1909 .....	...	\$142
Balgownie Rubber Estate, Limited .....	20,000	\$10	\$10	{ \$200,000 \$200,000 \$200,000	\$7,400	2/6 for 1909 .....	...	\$746
Castlefield Rubber Estate, Limited .....	34,650	1/4	1/4	{ \$86,625 \$86,625 \$86,625	none	None .....	...	\$176
Damansara (Selangor) Rubber Co. ....	110,000	1/4	1/4	{ \$27,500 \$27,500 \$27,500	none	None .....	...	\$176
Golconda Malay Rubber Co. ....	80,000	1/4	1/4	{ \$20,000 \$20,000 \$20,000	none	None .....	...	\$176
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	1/4	1/4	{ \$45,363.50 \$45,363.50 \$45,363.50	none	7 1/2 and interim for 1909 .....	...	\$100/
Do. Do. (contributory) .....	123,547	1/4	1/4	{ \$30,886.75 \$30,886.75 \$30,886.75	none	None .....	...	\$100/
Kamunag (Perak) Rubber Tin & Co. ....	950,000	1/4	1/4	{ \$237,500 \$237,500 \$237,500	none	None .....	...	\$100/
Do. Do. 12 shares .....	...	1/4	1/4	{ \$23,750 \$23,750 \$23,750	none	None .....	...	\$100/
Kuala Lumpur Rubber Co., Limited .....	105,000	1/4	1/4	{ \$26,250 \$26,250 \$26,250	none	None .....	...	\$100/
Linggi Plantations, Limited (ordinary) .....	900,000	1/4	1/4	{ \$225,000 \$225,000 \$225,000	1.80	None .....	...	\$100/
Do. Do. (7 1/2 % pref.) .....	10,000	1/4	1/4	{ \$2,500 \$2,500 \$2,500	none	30 % for year ending 31.12.08 interim of 40 % = 9d. for account 1909 .....	...	\$100/
Ledbury Rubber Estates, Limited .....	6,000	1/4	1/4	{ \$1,500 \$1,500 \$1,500	none	None .....	...	\$100/
Do. Do. (contributory) .....	40,000	1/4	1/4	{ \$10,000 \$10,000 \$10,000	none	None .....	...	\$100/
Sagga Rubber Company, Limited .....	20,000	1/4	1/4	{ \$5,000 \$5,000 \$5,000	none	Interim of 60 % for 1909 .....	...	\$100/
Sandycroft Rubber Company .....	50,000	1/4	1/4	{ \$12,500 \$12,500 \$12,500	\$1,275	1 % for 1908 .....	...	\$100/
Sekong Rubber Company, Limited .....	80,000	1/4	1/4	{ \$20,000 \$20,000 \$20,000	none	None .....	...	\$100/
Shelford Rubber Estate Limited .....	65,000	1/4	1/4	{ \$16,250 \$16,250 \$16,250	none	None .....	...	\$100/
Singapore & Johore Rubber Company, Limited .....	2,500	\$100	\$100	{ \$250,000 \$250,000 \$250,000	none	None .....	...	\$100/
Sungei Chok Rubber Estate Company, Limited .....	45,000	1/4	1/4	{ \$11,250 \$11,250 \$11,250	none	None .....	...	\$100/
Sungei Kapar Rubber Company .....	110,000	1/4	1/4	{ \$27,500 \$27,500 \$27,500	\$3,448	7 1/2 % interim for 1909 .....	...	\$100/

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## Intimations

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